

# London Assembly Budget response

The London Assembly Budget and Performance Committee has been asking questions of OPDC. Response to Mayor's Draft Budget includes four recommendations:

Recommendation 13 *The OPDC should publish the Housing Infrastructure Fund bid and conditions before the 2020-21 Budget is approved.*

Recommendation 14 *The OPDC has seen a setback to its ambitious plans for its 30-year project. The OPDC needs to publish a timetable to develop a new credible and sustainable plan with a clearer focus in the short to medium term on Park Royal. The plan should set out what it can realistically achieve and when.*

# London Assembly response (2)

Recommendation 15 *In June 2016 the Mayor of London commissioned the GLA to undertake a review of the strategic direction and work programme of the OPDC. Given recent events, the Mayor should commission a follow up review examining if the OPDC should continue in its current form.*

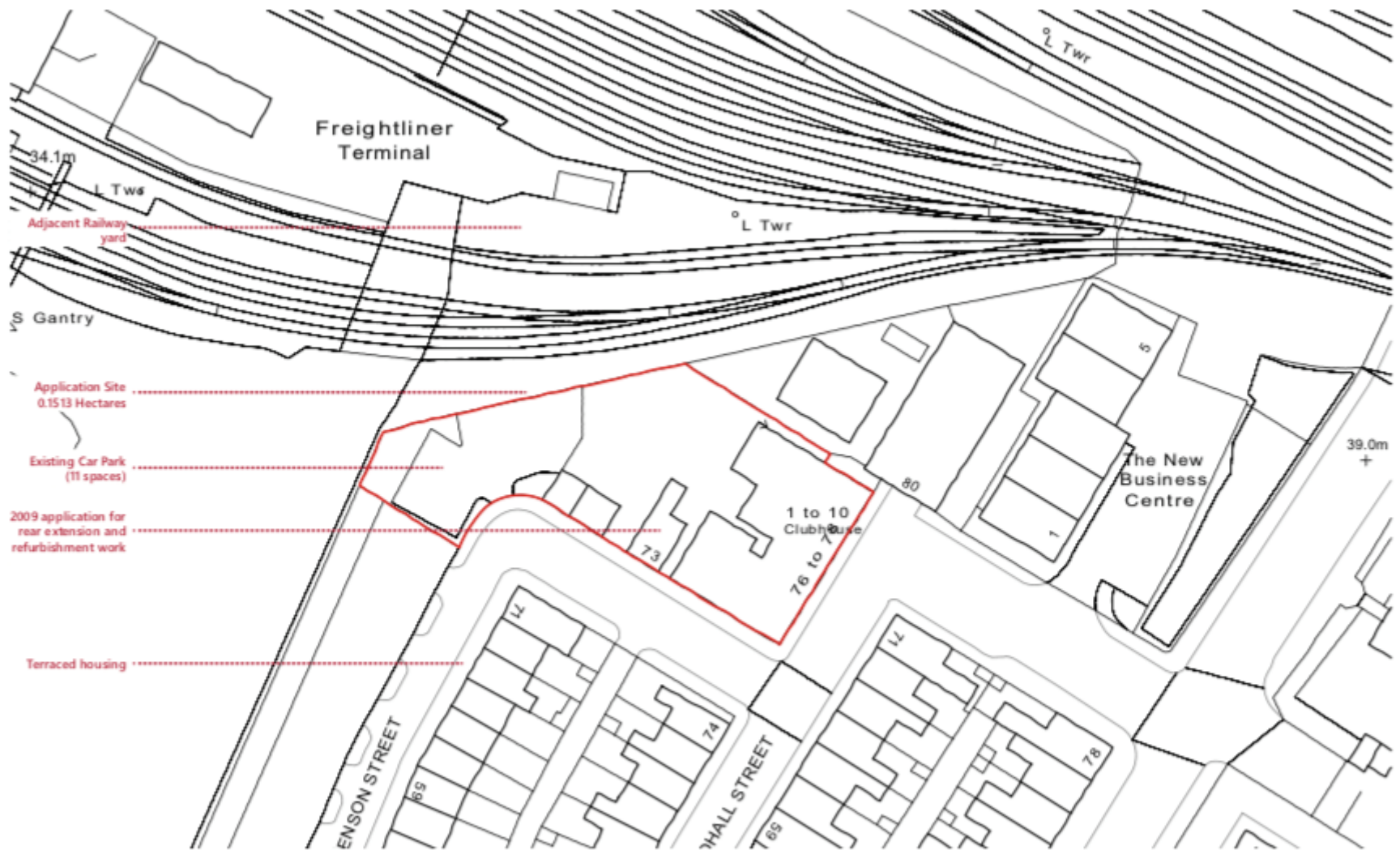
Recommendation 16 *The Mayor should review the processes and governance of the OPDC senior management team and Board representatives.*

# 80 Goodhall Street

Application currently being handled by Ealing and has 69 objections on the Ealing website

Question of when and how the application will be decided will be discussed with OPDC and Ealing at February 5<sup>th</sup> meeting.

The case that the application is 'premature' has been strengthened by OPDC 'new focus'



201. Existing location plan

**Lytle Associates**  
ARCHITECTS

1903 Goodhall Street

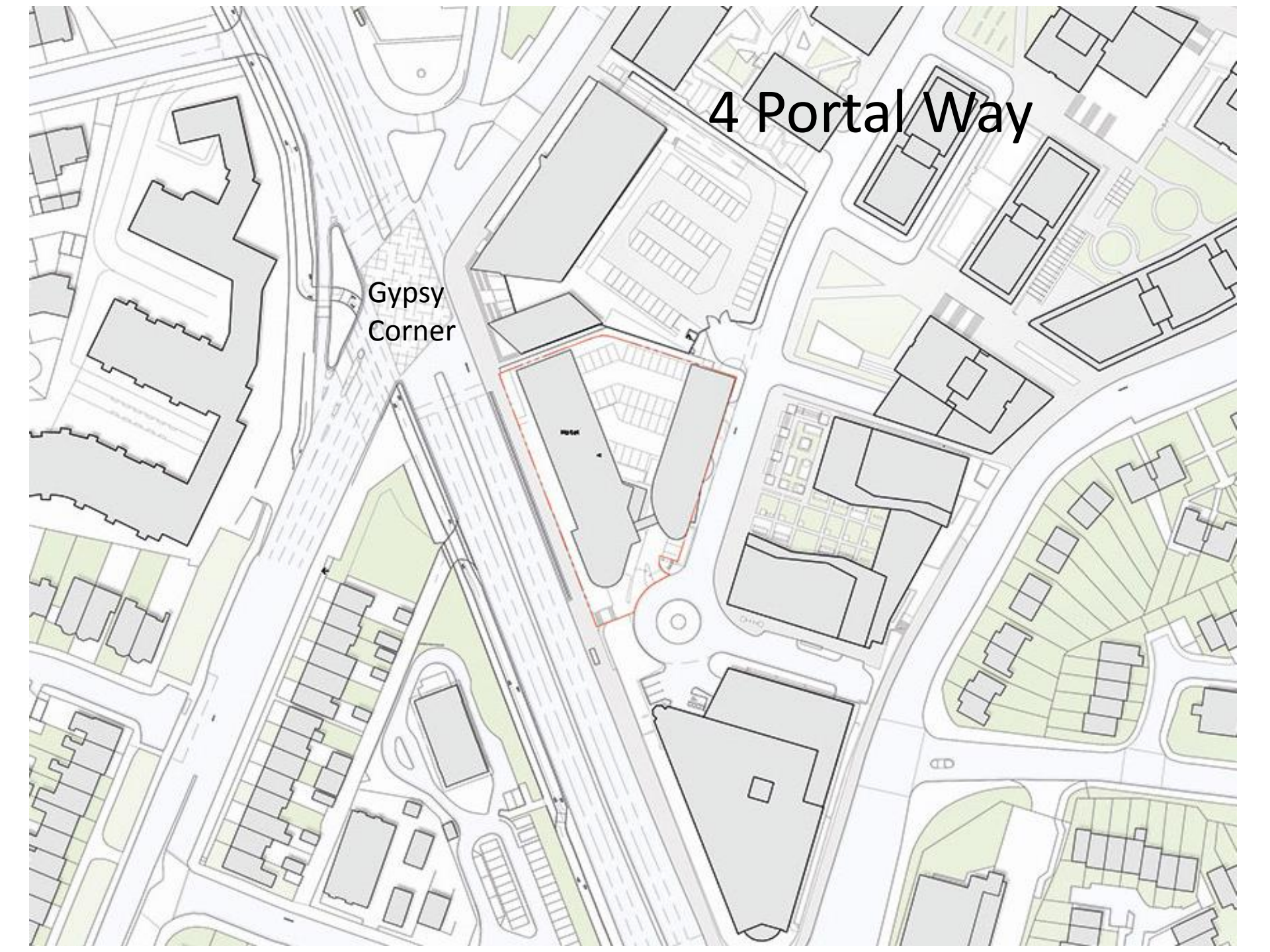
Site of Former Railway Institute, Goodhall Street. Pre-application work underway

4 Portal Way

702 housing units  
159 bed hotel





An aerial map of a residential neighborhood. A central building is outlined in red. The map shows various other buildings, streets, and green spaces. The text '4 Portal Way' is in the top right, and 'Gypsy Corner' is near the red-outlined building.

4 Portal Way

Gypsy  
Corner

# HS2 planning applications

Four planning applications with OPDC for decision under S17 and S16 of the HS2 Act:

- Proposed lorry routes (discussed at last meeting)
- Replacement of Old Oak Lane bridge
- Groundworks related to the station interchange
- Onsite road layout (around the interchange)

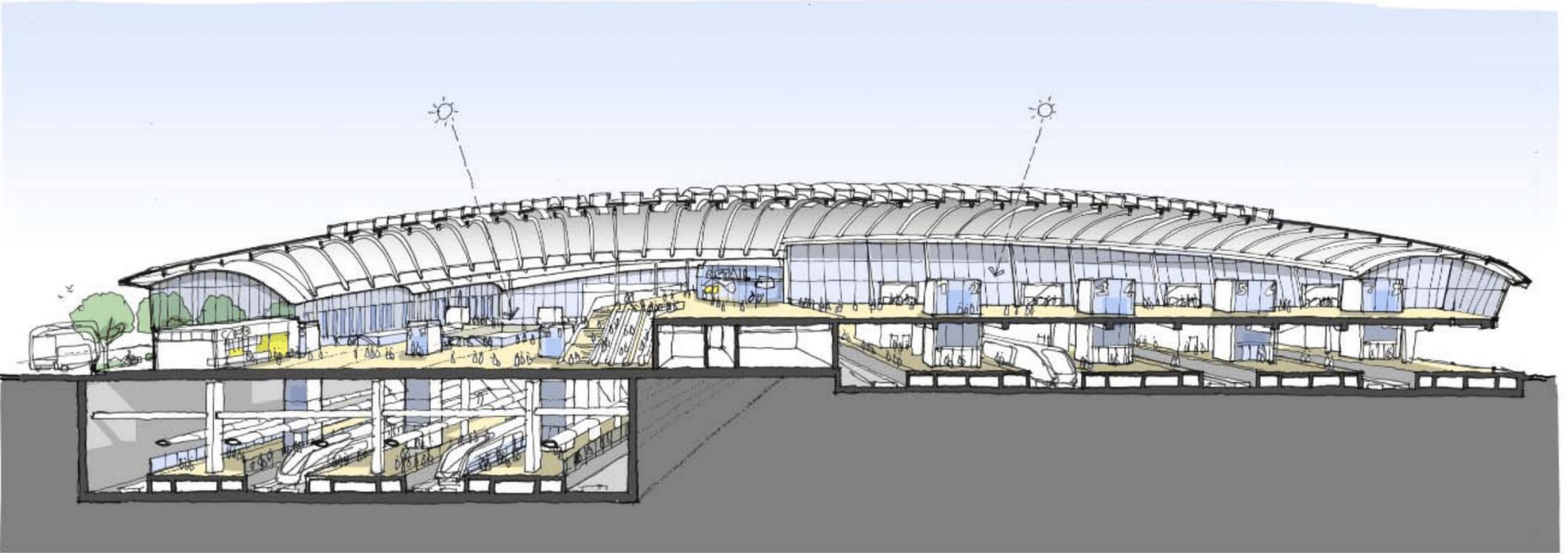


# Old Oak Common 'Super-hub'





# Old Oak Common 'Super-hub'



6 No. High Speed Platforms (HS2 Services)

8 No. Conventional Rail Platforms (Elizabeth Line, Great Western Mainline, Heathrow Express)

Step Free Access Provided throughout design.

# Design supports future development

## Key Design Features:

- Designed to Pedestrian Modelling Scenario 2B (2041 +35% growth) and stress tested against full OPDC build out, Crossrail upgrade and TfL Overground Stations (scenario 8)
- OOC lane junction designed to accommodate future TfL Overground Station
- ASD boundary line optimised to maximise ASD potential (Achieving >200,000m2 of development potential)
- Coordinated design with potential future Hybrid Bridge and elevated pedestrian link (now Old Oak Bridge).

Table 1 - Pedestrian Demand Forecast Scenario Assumptions

Passenger Demand Scenarios	HS2 trains per hour	GWML trains per hour	Overground stations included	Crossrail trains per hour	OPDC Development 2038 Buildout
Scenario 1A	18	19	No	24	No
Scenario 2B (instructed)	18	24	No	24	No
Scenario 3	18	24	Yes	24	No
Scenario 4	18	24	Yes	30	No
Scenario 5	18	19	No	24	Yes
Scenario 6	18	24	No	24	Yes
Scenario 7	18	24	Yes	24	Yes
Scenario 8 (Previously #5)	18	24	Yes	30	Yes

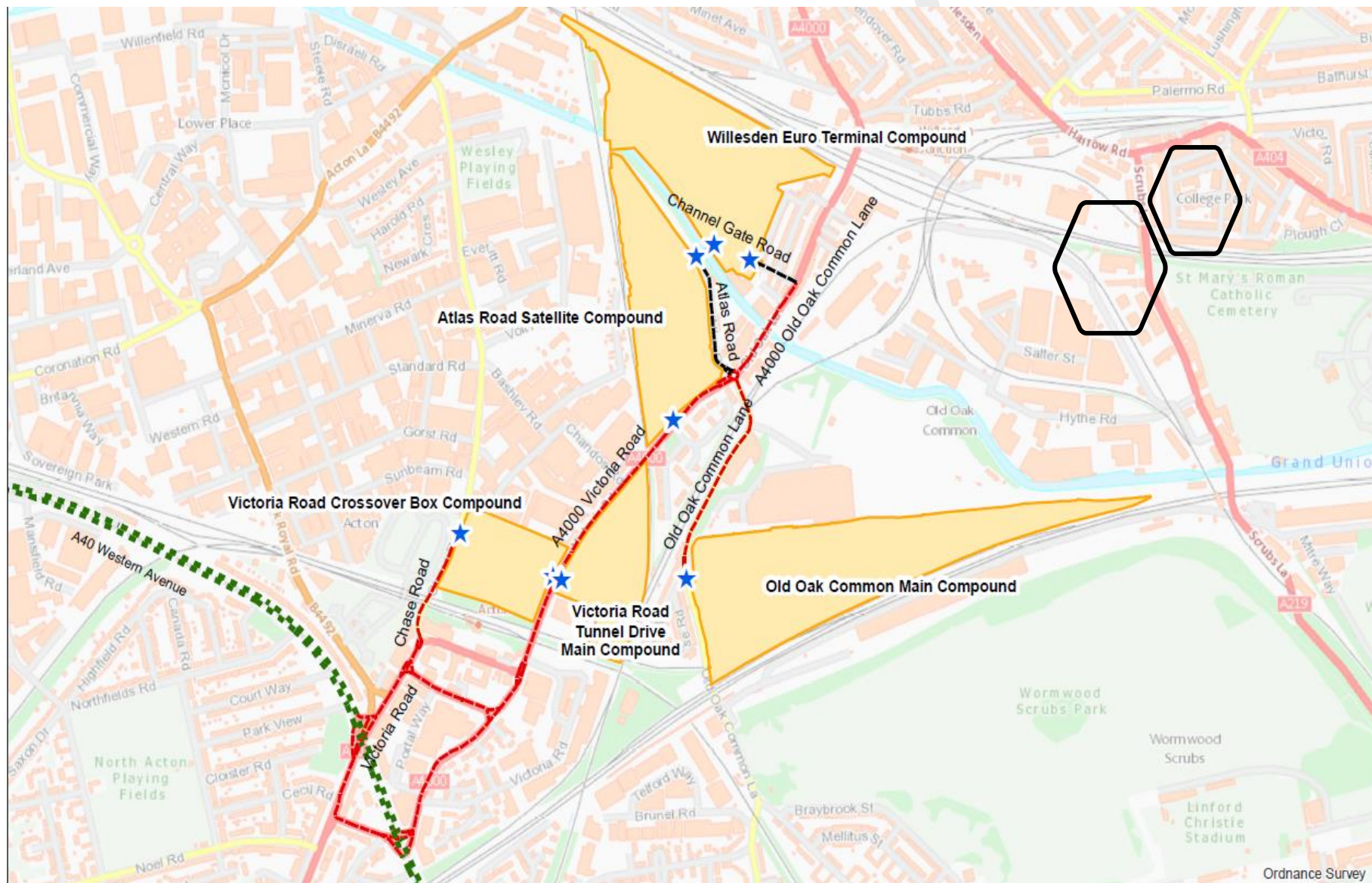




**Appendix 3 (a) Proposed Great Western Mainline Bridge and Old Oak Common Lane East & West Retaining Walls – View Looking South**







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#### Legend

- ★ Worksite Access Locations
- Proposed Lorry Routes (Private Roads)
- Proposed Lorry Routes (Local Authority Roads)
- - - Proposed Lorry Routes (TLRN)
- Worksite Area



Old Oak and Park  
Royal Development Corporation  
Lorry Route Plan  
(For Information)



Scale at A4: 1:11,000



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# **Any other business**

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